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THE WORLD'S FAIR REPORT.

THE REPORT of the special legislative committee that investigated the conduct of Utah's St. Louis exposition commission, shows a state of affairs that should never have been permitted to exist. Except in the case of the secretary of the commission no absolute criminality was shown, but the investigation demonstrated conclusively the fact that there are dozens of school boys in Utah whose methods would have been much more business-like than the methods of the Utah commissioners.

Money was paid out without taking vouchers therefor, the accounts of the commission were hopelessly entangled with the accounts of members. Some of the members, it appears, charged the state up with and collected mileage when, as a matter of fact, they paid no railroad fare. In explanation of this it was stated that the traveling expenses were invariably as much as, and in some instances more than, the amount collected from the state.

If this is true, it would have been squandered for the commissioners to charge the state with expenses. When an officer charges for a railroad ticket that he did not purchase, the transaction is given, superficially, at least, a shady appearance. Absolute honesty is always the best policy in public as well as in private affairs.

The matter of the medals and awards, which the committee says could be purchased for stated sums from a St. Louis corporation, was somewhat outside the proper lines of investigation, but it shows that we haven't much reason to be proud of the awards we captured. There is no dispute as to the honesty of these awards. They were won fairly and honestly, but their value is considerably lessened by the fact that anybody who had the price of a ribbon or a medal could secure one.

The state of Utah made a more than creditable display at St. Louis. The funds at the disposal of the commission were limited, but the showing made with the money was first-class. The only criticism possible, aside from the frauds committed by the secretary, is in relation to the unbusinesslike methods employed.

The committee that investigated the matter did its work faithfully and well. There was so much adverse comment regarding the doings of the commission that it would have been highly improper to adopt the whitewashing report originally submitted. The lid was taken off, and it should have been taken off. The state will be all the better for the exposure.

A NEW PROBLEM.

A NEW PROBLEM that threatens to become as exciting as the age of our old friend Ann, is exciting some of our contemporaries. It follows:

"A train one mile long starts from the station at Gladly. The engine leaves the station and the conductor waits until the whole train has started. Then he goes to the engine and walks forward on the train. When the engine reaches the station, the conductor, four miles distant from Gladly, the conductor stops the engine. How far does the conductor ride, and how far does he walk?"

It would appear at first glance that the conductor rode four miles and walked one mile. Yet it was only four miles from station to station. But was he not riding all the time he was walking? We should be glad to hear from some of our mathematical friends on the subject. An absolute demonstration would prove interesting.

OYAMA A FIGHTER.

FIELD MARSHAL OYAMA's violation of Chinese neutrality by marching 40,000 men along the right bank of the Hon river in order to strike Kuropatkin a crushing blow, is being cited as another instance of Japan's lack of knowledge or disregard of the fair rules of war. The first instance was the striking of the Russian fleet at Port Arthur while many of the Russian officers were comfortably carousing on shore in celebration of somebody's birthday anniversary.

Oyama will lose no sleep, however, over the Chinese neutrality matter. That is a question for the diplomats to settle. Oyama is a plain fighting man, as he has abundantly demonstrated. He is not a diplomat. When he saw an opportunity to strike Kuropatkin hard, he forgot all about neutrality rules. That is the way with most of the first-class fighting generals. They are men of action. Given the opportunity to crush the enemy they will accept it, regardless of any and all rules.

Such a man was an ignorant confederate leader. It became necessary to throw a bridge across a stream that could not be forded. This leader's superior directed him to do the work, suggesting, of course, that he would then it over to the engineer corps. Next day the plain fighting man reported to his superior, "The bridge is done built," he said, "but then fellers (the engineers) haven't got their pictures changed yet."

Oyama has a little habit of doing things while the other fellows are drawing pictures, making plans and preparations. His exploits before Mukden have stamped him as easily the greatest general of his generation. Placed in a position for which there was no precedent, compelled to handle an army of 100,000 men, scattered over a line nearly 100 miles long, Oyama has directed his forces with as much ease and effectiveness as if they aggregated only a brigade or a division.

Kuropatkin will be fortunate if he saves, even a remnant of his great army.

INDIGNANT ALASKA.

CITIZENS OF ALASKA are justly indignant at the indifference displayed toward their interests by the congress that has just adjourned. In his annual message, commenting on the needs of Alaska, President Roosevelt said: "It seems to me that our honor as a nation is involved in seeing that these needs are met." And yet a bill providing for a delegate to the house of representatives from Alaska, which passed the house, was permitted to die in the senate.

So Alaska is to go without representation. When the American citizens of this great territory, which is certainly as much a part of the United States as Hawaii or Porto Rico, look over the list of territorial delegates in the house and see the names of representatives of Hawaii and Porto Rico, they cannot be blamed for expressing the indignation they feel. At a meeting held the other day in Valdez, the counterpart of similar meetings in the territory, the following telegram was framed and sent to the president:

"On behalf of 60,000 American citizens in Alaska, who are denied right of representation in any form, we demand in mass meeting assembled that Alaska be annexed to Canada."

It is entirely unlikely that the "demand" made by the Alaskans will be complied with, but the vigor of the protest should surely have the effect of giving to Alaska as soon as the new congress can take the action, representation by a delegate. If there are good reasons why Porto Rico and Hawaii should be represented, to say nothing of Arizona and New Mexico, and Oklahoma and Indian Territory, there are equally good reasons why Alaska should have representation.

The failure to pass the bill is so obviously unjust that one wonders how it happened. The only plausible explanation is that the Alaskans felt so sure of the passage of the bill that they did not consider it necessary to make special efforts in its interest. Another reason may be found in the fact that the senate was so busy with other matters that it overlooked Alaska entirely.

MILEAGE GRAB BEATEN.

A MATTER that seems to have all but escaped the attention of the public was the passage, by the house, in the closing hours of the last congress, of a bill providing for the payment of \$100,000 in mileage to members under the pretense that there was a constructive recess between the extra session that began a year ago last November and the regular session that immediately followed it. As a matter of fact, there was no recess whatever. The extra session came to an end at one moment and the regular session began the next moment.

Nevertheless members of the house proposed to pay themselves mileage from the capital to their homes and then back to the capital. The senate had the good sense and the honesty to kill the bill, but the action of the house is none the less regrettable. The intent of the law regarding mileage for members of congress is to pay the actual expenses of such members in traveling from their homes to Washington and return.

It was manifestly impossible for any member, no matter how close to Washington he may have lived, to go home during a recess that never existed. The proposed mileage allowance was a graft pure and simple. It set, in a high place, an example of petty theft for all the employees of the government. Members of the house of representatives held up their hands in holy horror when a clerk was caught stealing a few lead pencils. Yet no petty theft was ever more dishonorable than the proposition to pay representatives money to which they had no shadow of color of title.

The failure of Russell Sage's secretary is announced. Familiarity with danger may have led to a contempt that eventually proved disastrous.

By the way, David B. Hill seems to have made good that promise about going into retirement. Nobody has heard a word from him since the first of the year.

There should be no complaint over the fact that the steel trust has had its assessment decreased from \$10,000,000 to \$2,000,000. The wonder is that so powerful a corporation lets itself be assessed in any sum.

A contemporary is worrying over the problem as to what Japan will do after the war. For our own part we are perfectly satisfied that the mikado will govern the Russian empire a long shot better than it is being governed now.

Andrew Carnegie has been so unwise as to say that he puts Scotland first and America second in his affections. Wonder how many Carnegie libraries there would be in the world if Andy had always lived in Scotland.

The subway strike in New York failed because it did not have the endorsement of the Brotherhood of Locomotive Engineers. That organization clings to the old-fashioned notion that a contract is a contract, and that it should not be violated. The subway engineers violated a contract. Perhaps the reason the Brotherhood of Locomotive Engineers is such a powerful organization is that it always keeps its word.

SOCIETY

Mrs. Frank Morrow of Fort Douglas entertained informally yesterday afternoon at bridge.

Mr. and Mrs. Richard A. Keyes will leave tomorrow morning for a trip of some weeks through California.

The Misses Boss and Mildred McMillan will spend the Easter vacation with Miss Edith Agnew in Lima, O.

Leslie L. Savage of New York is in town, the guest for a short time of the Goodwin family.

The Misses Latta and Laura Preston and their father will be back from California during the week.

Mrs. George McGonigle of Ogden has been in the city the past week visiting her sister, Mrs. William H. Kahler.

Mrs. B. C. Lockwood of Fort Douglas will give a luncheon tomorrow.

Mrs. O. K. Lewis will entertain Thursday evening in compliment to Mrs. Charles H. Brink.

Mrs. Fred Hall will return this evening from New York, where she has spent the past few weeks.

Mrs. Tom Blyth of Evanston arrived in the city yesterday and will visit for a short time with Dr. and Mrs. J. T. Keith.

Mr. and Mrs. W. Montague Perry and their sons will be home about April 1, from California.

Mr. and Mrs. Royal W. Daynes are now at home at 156 J street.

Mr. and Mrs. R. A. Keyes entertained a few friends at bridge Friday evening last.

Mr. J. G. Mackenzie of Montana is in the city and will spend some time with Mr. and Mrs. A. G. Mackenzie.

Miss Margaret Kennedy has returned from a visit of several weeks in the east.

Mrs. J. E. Galigher, who has been at the Holy Cross hospital, is so far recovered that she will be at home after today.

Dr. and Mrs. J. G. Hall are in San Francisco and will sail next Saturday for a stay of some time in Honolulu.

Mrs. S. H. Pinkerton has resumed her Mondays at home and is now at No. 7 Emery-Holmes.

Dr. A. D. Melvin left last evening for a short trip to Seattle.

Mrs. U. V. Withee of Ogden who has spent the past few days with her parents, left last evening for her home.

Mrs. T. W. Whitley will entertain at a luncheon at her home Friday.

The people of the garrison are contemplating a series of hops which shall be quite informal during Lent and the first of the dances will be given next Friday evening.

The Woman's club will meet this afternoon with Mrs. S. L. Deane, 510 East Fourth South street.

Mrs. E. P. Scoville, who has been spending the past three months in California, is home again.

Sleep Induced by Water.
(Collier's Weekly.)

According to Captain J. H. Anderson, the Hindoo mothers in the Slinia district of the Himalayas have a novel method of putting their children to sleep. A place is leveled off in the neighborhood of some spring and a bed made of leaves or matting. Water is brought from the spring through a hollow bamboo stick so arranged that the water, flowing out of the end of the tube with a fall of a foot or so, strikes near the end of the propped bed. The child is placed on the bed in such a way that the water as it flows from the bamboo tube strikes against his head. After ten or fifteen minutes the child falls asleep. The slumber induced in this artificial way lasts for two or three hours, and the long nap is given the child in the forenoon and again in the afternoon. The natives believe that children who do not have this novel water cure will become diseased and die. So far as known, no physiological explanation has been made of the reason why the falling water striking against the child's head causes sleep.

Looks After Pennies.
(The World's Work.)

A simple illustration will show the care that is taken of cents by the First National bank of Chicago. Stamped postal cards are not used, and not one of the thousands of routine letters that are written every day is stamped or sealed until the whole routine mail of the day is assembled in the afternoon. Then the letters and letters to the correspondent are put in a single envelope, and except for letters from the officers and the like—the bank comes as near as possible to getting its entire mail carried at two cents an ounce, or a cent for every postal card, instead of often paying two cents for a quarter of an ounce, as it would have to do if every communication were sealed and stamped separately. This little matter of getting full value out of a two-cent stamp makes a saving of from \$25 to \$30 a day.

Age and Creative Genius.
(New York Sun.)

Johann Kepler was 59 years old when he gave to the world his discovery of the law of the distance of the planets from the sun. Francis Bacon was 59 years old when he published his "Novum Organum." Pierre Gassendi was 59 years old when he invented the air pump. Johann Rudolph von Glauber was 55 years old when he discovered sodium sulphate (Glauber salt). Sir Isaac Newton was 44 years old when he published the law of gravitation. Gottfried Wilhelm Leibnitz was 54 years old when he was commissioned to establish the Academy of Sciences in Berlin. Antonius van Leeuwenhoek was 88 years old when he discovered blood corpuscles, infusoria, spermatozoa, etc. Rene Reaumur was 47 years old when he brought out his thermometer. Benjamin Franklin was 46 years old when he invented the lightning rod. Joseph Priestley was 41 years old when he discovered oxygen. J. Ingenhousz was 49 years old when he discovered the respiration of plants. Henry Cavendish was 53 years old when he discovered hydrogen. Christian Huygens was 61 years old when he published his theory of the undulation of light. Count Berthollet, Klaproth, John Dalton, Gay Lussac, Count Rumford (Benjamin Thompson), Woehler, Liebig, Alexander von Humboldt, and in fact the majority of the eminent chemists and physicists did their most important work in advanced years.

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we have decided on a thorough clearing of our stock of lace shoes. Many of the lines to be disposed of are perfect in style and must be reinstated for fall. We are not obliged to carry them during the

summer owing to the great demand for low shoes. A great assortment of shoes for women, in patent coltskin, vici kid or calfskin. All weights, all shapes, all heels. Values up to \$3.50 at

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FRANK L. PERLEY Presents

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ZIRA

Drama in a Prologue and Three Acts by HENRY MILLER AND J. HARTLEY MANNERS.

The play is founded upon certain incidents in a novel by the late Wilkie Collins.

Prices, 25c to \$1.50. Seats on sale to-day at 10 o'clock.

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Mon. Eve., Mar. 27, LOHENGRIIN

Tues. Eve., Mar. 28, CARMEN

Wed. Matinee, 2 o'clock, TANNHAUSER

Wed. Eve., Mar. 29, LA BOHEME

Prices: \$2.50, \$2.00, \$1.50, \$1.00, 50c. SEATS and boxes on sale Thursday, March 23. Mail and out of town orders filled in order of receipt.

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TONIGHT AND ALL WEEK

Reception Matinee Wednesday at 2 and Saturday at 2:15.

Harry Corson Clarke in "WHY SMITH LEFT HOME."

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RAILROADS.

THE DENVER & RIO GRANDE RAILROAD

CURRENT TIME TABLE.

In Effect Oct. 9th, 1904. LEAVE SALT LAKE CITY.

No. 2 for Denver and East.....	8:30 A.M.
No. 2 for Denver and East.....	1:15 P.M.
No. 1 for Ogden and West.....	8:30 P.M.
No. 11 for Ogden and local points 6:30 P.M.	
No. 10 for Heber, Provo and Marysville.....	8:30 A.M.
No. 8 for Provo and Heber.....	8:30 P.M.
No. 4 for Ogden and West.....	1:15 P.M.
No. 1 for Ogden and West.....	1:15 P.M.
No. 3 for Ogden and West.....	1:15 P.M.
No. 10 for Park City.....	8:30 A.M.
No. 12 for Bingham.....	8:30 A.M.
No. 14 for Bingham.....	8:30 P.M.

ARRIVE SALT LAKE CITY.

No. 12 from Ogden and local points.....	8:30 A.M.
No. 1 from Denver and East.....	1:15 P.M.
No. 3 from Denver and East.....	1:15 P.M.
No. 1 from Denver and East.....	1:15 P.M.
No. 2 from Ogden and West.....	8:30 P.M.
No. 2 from Ogden and West.....	8:30 P.M.
No. 1 from Ogden and West.....	8:30 P.M.
No. 10 from Park City.....	8:30 P.M.
No. 11 from Bingham.....	8:30 P.M.
No. 14 from Bingham.....	8:30 P.M.

PERFECT DINING CAR SERVICE.

All trains except Nos. 1 to 6 stop at intermediate points. Ticket office, Dooly Block. Phone 205. I. A. BENTON, G. A. P. D.

TIME TABLE

San Pedro, Los Angeles & Salt Lake R. R. Co. DEPART

From Oregon Short Line Depot, Salt Lake City:

For Provo, Lehi, Fairfield, Mercur, Nephi and Sanger Valley points.....	8:30 a.m.
For Garfield, Beach, Tropic, Stockton, Mammoth, Eureka, Silver City.....	7:45 a.m.
For Provo, American Fork, Lehi, Juab, Milford, Frisco, Caliente and intermediate points.....	6:45 p.m.

ARRIVE

From Provo, American Fork, Lehi, Juab, Milford, Frisco, Caliente and intermediate points.....
 9:45 a.m. |

From Garfield, Beach, Tropic, Stockton, Mammoth, Eureka, Silver City.....
 5:35 p.m. |

From Provo, American Fork, Lehi, Juab, Milford, Frisco, Caliente and intermediate points.....
 5:35 p.m. |

Daily. Daily Pullman Buffet Sleeping Car service between Salt Lake City and Milford, Modona and Caliente. Direct stage connections for all mining districts in southern Utah and Nevada. City Ticket Office, 20 Main Street. Telephone 230. E. J. ALLETT, Gen. Pass. Agt. J. L. MOORE, District Passenger Agent.

Time Table

IN EFFECT DEC. 4th, 1904

ARRIVE

From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver.....	8:40 a.m.
From Ogden and intermediate points.....	9:20 a.m.
From Ogden, Cache Valley and intermediate points.....	11:55 a.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.....	4:45 p.m.
From Ogden, Cache Valley, St. Anthony, Portland and San Francisco.....	7:00 p.m.

For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis.....
 7:00 a.m. |

For Ogden, Portland, St. Anthony, San Francisco and intermediate points.....
 10:20 a.m. |

For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco.....
 1:10 p.m. |

For Ogden, Cache Valley, Denver, Kansas City, Omaha, St. Louis and Chicago.....
 5:45 p.m. |

For Ogden, Cache Valley, Butte, Helena, Portland, St. Francis and intermediate points.....
 11:45 p.m. |

T. M. SCHUMACHER, Traffic Manager. D. E. BURLEY, D. S. SPENCER, A. G. P. & T. A. City Ticket Office, 20 Main Street. Telephone 230.

"THE LAGOON ROAD"

Salt Lake and Ogden Railway.

Time Table in Effect Sept. 4, 1904.

Leave Salt Lake 5:30 and 9 a.m., 9:20 and 6:30 p.m.	
Leave Farmington and Lagoon 7:30 and 10 a.m., 4:30 and 6:30 p.m.	
Extra trains at 11 a.m. and 1:30 p.m. on Sundays.	

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